

The 590-ton British barque *Nicoya*, Captain Johnson, which arrived this forenoon (15th instant) from Albany, Australia, loaded with sandalwood and in ballast, reports having encountered three terrific typhoons two of which she was in the centre of for several hours. The first was experienced in lat. 16 deg. north on the 21st September, and was aged with terrible force until noon on the 23rd, when very little damage was done to the ship her cargo being kept to the wind under bare poles. The next reading of the barometer was 29.20. On the 24th lat. 16 deg. north, a northerly gale set in, with blinding rain and rain squalls, the barometer fell rapidly, and at one o'clock on the 25th it stood at 28.50, when it was blowing a perfect hurricane. Suddenly the wind and sea went down, and those on board were comforted with the knowledge that they were in the centre of the typhoon. Land and sea birds of almost every description and also were hovering about the ship in thousands, availing themselves of every nook and corner on the deck into which to crawl, the vessel remained in the vortex until 4 p.m., when the sea when a storm again set in from the north and rapidly increased to a most violent typhoon. The wind now quickly veered to the north to west, the barometer standing at 28.50 until 6 p.m., on the 26th, when it commenced to rise slowly. During the whole of this time from the veering of the sea to the evening of the 26th, the little ship, the most severely tried, was being virtually under water, and it is, therefore, impossible to describe the fury of the elements, the wind driving the sea in a regular typhoon drift. On the 27th and 28th a third typhoon, more furious than the previous two, was experienced in lat. 19 deg. north, which lasted about 24 hours. Lowest reading of barometer 28.20 during which most of the starboard bulwarks, together with the after binnacle and everything movable on deck, were washed away. The Captain and crew are very proud of their little ship, and well they may be, for we question very much if, some of the steamers which arrived yesterday, fully as much damaged as the *Nicoya*, if put to such a series of severe tests of sawtooths would have stood it as

deduct that Mr. Fraser-Smith will stand his ground. Mr. Fraser-Smith: Well, he there. The proceedings then terminated.

SUPREME COURT

IN ORIGINAL JURISDICTION.

(Before Sir James Russell, Chief Justice.)

October 9th, 1890.

AN INTERESTING APPLICATION.

Mr. Robinson (instructed by Mr. Wilkinson) applied *ex parte* for an interim injunction to restrain Mr. Bruce Shepherd, Official Administrator, from selling, offering for sale, or otherwise dealing with the furniture of the petitioner, Miss Eva Saunders, at 44, Lyndhurst Terrace. The application was made under section 18 of the Code. He then read the petitioner's affidavit, which set out the facts of the case. In the late A. G. Apcar, but had been in her occupation since August 1889. Apcar only going there as her guest. He died on the 16th ult., and Mr. Shepherd, as the administrator of his estate, had seized the furniture and advertised it for sale by auction. The whole of the furniture belonged to deponent, "with the exception of a piano, cabinet, and some small articles of vertu" (laughter) and was purchased by her, a considerable portion of it having been paid for by her out of her own money, the rest being bought with money supplied by Apcar out of affection for her, without any intention of repayment. The facts of the case, Mr. Robinson contended, were that Miss Saunders was some time the mistress of A. G. Apcar. Mr. Shepherd, in his official capacity, stood in the shoes of the deceased, and not in the position of a creditor, and as the deceased could not—and if he could, would not—have seized the goods, since he never had any property in them, Mr. Shepherd was acting improperly in so doing. Accordingly to the affidavit he had not even the right of action to recover any money advanced—it was a free will offering to the woman, and he could no more recover it than he could recover the money he had advanced on cards.

His Lordship granted the interim injunction pending the settlement of the dispute.

WESTERN SHANTUNG.

27th September, 1890.

The artificial opening which the people of the inundated district had the sense and courage to make in the bank of the Grand Canal, has released the region from water in an unexpected and indeed unprecedented length of time. All the higher land is now visible, and much of it is so dry that the villagers are straining every effort to put in as much wheat as possible. Owing to the firm faith in the theory previously mentioned, that the locust is evolved from the spaw of fish, it is regarded as certain that by next year the locust plague will be upon that district. But it is hoped that the wheat may be ripe before the locusts are most ravenous, and as wheat is the most profitable crop, every available acre will be planted with it. The district will be much less than we feared, and it does not seem to be necessary for many persons to leave their homes as refugees, though many have gone elsewhere to bide for a time with their relatives. The soil is so thoroughly saturated, that in several instances, a month or more after the water had begun to subside, houses fell with its warning, the earth beneath them being unable to support the weight of the structure. Intermittent fever of all types is extremely prevalent, and the call for quinine at the dispensary is five hundred times as great as usual. We have just seen a man who said that his wife, previously quite well, was taken with what he called "crazy ague" (*Jing-yau-tau*), and in one of the accessions of violence, she threw herself into a shallow ditch of water, and was drowned. This was at the edge of a village full of people, but it was not the business of any one in particular, and the husband did not know of it for several hours, and he now thinks his life is in danger, to be left with two small children, having no mother, and grain at so high a figure that he cannot afford to get another wife. The district magistrate of Tchou was warned by an official whose home is in that district, that there was danger the people along the canal would cut the bank of the *cha-ho*, or sluice-way, to let the water out by that channel of the canal. As the prestige of the latter official was too much for the local magistrate, the latter was compelled to post a guard of soldiers at the sluice-way, to prevent any tampering with it. The water has long since gone down to such an extent that no soldier exists for cutting such an opening, but the soldiers are still at their posts. Locking the door, after the horse is stolen, as the saying runs, is a precaution the value of which is only equalled by the *ex post facto* diligence of the average local official. On the other hand, when the wide breach was made in the banks of the canal, several telegraph poles were washed into it, and the line is still lying in snags, and not improbably parted. Meantime those persons who had telegrams to send have been complaining in vain of the "solution of continuity" of the route for the conveyance of the electric fluid. In China, the price at which telegraphs are run is a scandalous one, and all other telegraph lines are kept up, in eternal vigilance.

The wild and multiplied rumours in regard to the Yellow River water, which was supposed to have gone south, or to Manchuria, are now set at rest by the definite knowledge that the province is by no means rid of this Old-Man-of-the-Sea. The water has subsided in almost all the inundated districts, leaving the inhabitants a prey to mud and misery. The inevitable concomitants of a year like this are robbery and pillage. From two different districts in the province of Chihli, we hear that the extent of robbery has been great. The plunder of two cash shops, widely distant from each other, is reported, and these cases are probably merely typical of what is going on elsewhere. In one of the instances the robbers surrounded the shop after dark, in which the four men on guard were waiting, away their time by a quiet game with dominoes. Hearing the sound of men on the roof, one of them went out to reconnoitre, and when certain of an attack, the lights were extinguished, and a ladder was planted against the roof, to ascend and inspect. The thieves promptly met this move by tipping the ladder over, upon which the frightened bankers all fled, except one who was concealed under the money chest, from which place he was soon after dragged, and compelled by cuts of the sword to inform the robbers where the money was secreted. It happened that more than half the money was in cash, the rest in silver. The shopmen who had fled attempted to collect the villagers for an attack on the robbers, offering if any were killed, in the *mi*, to pay a hundred *taels*. Perceiving that upon these attractive terms a crowd was gathering, the robbers adopted a much more cogent style of argument. "Our lives," they said, "are not worth a hundred *taels*. You will not be able to take us, and we shall not harm you if you let us alone. Meantime here is something more profitable than getting killed at a hundred *taels* a head." With this they removed several hundred strings of cash from the bank into the road, inviting the villagers to help themselves, as it was now public property, and meantime the "mi" of heaven was let, the cash should be distributed. This view of the case, at once struck the villagers as a sensible one, especially as the least scrupulous were getting the largest quantity of the booty. Accordingly, in a very short time, the streets were free from cash and

from robbers, the latter walking peaceably off with their silver.

The customs relating to the observance of the several Chinese feast-days, differ in any two regions, in many particulars. In some places the special significance of the day, as in the fifth of the fifth moon, is wholly lost sight of, and the occasion is simply one for exchanging offerings of wheat steamed-bread cakes. The feast of the fifteenth of the eighth moon, the elaborate performances of which are recorded at length in books like Doolittle's "Social Life of the Chinese," is very different in the north of China, and in the south. In this particular district, aside from the preparation of food in forms of unwonted excellence (*chiao-tzu*, etc.) which is a leading characteristic of all Chinese celebrations, the main feature of the season seems to be a general interchange of presents of food. An acquaintance who called upon a family three days before the feast, informs us that during the time of his stay not less than nine baskets were sent in, from friends and neighbours, or from relatives in other villages, each basket containing both fruit and "moon-cakes." It is customary for each one to make vigorous protests against the "spending of so much money" on him, or her; he cannot think of keeping it all, will retain one pear, or one cake, or possibly two, and send back the rest. Each person to whom the basket is sent does the same, until the supply runs low, when it is sent home to be replenished. The individual who takes the basket, the one who sends it, and the one who receives it, all have a perfectly distinct recollection of what was taken out on each occasion. The gift is in reality a debt, which must be repaid in kind. Does not the Book of Rites declare that to receive and not to return is not propriety? Looked at in the abstract, this interchange of offerings appears to be an idyllic practice, with no counterbalancing evils. But on a nearer view, it degenerates into a general nuisance, which leads vast numbers of people to spend money which they cannot afford, for things which they do not wish to give away. In view of the concomitant evils it strikes a foreigner that it would be somewhat simpler to compromise on an exchange of brass cash (since the matter is in reality on a purely monetary basis), by which means all could be accommodated, and no jealousy caused. This suggestion, which is given gratis, is as little likely to be adopted, as are many other foreign ameliorations of Chinese ways.

The gaps in the banks of the Grand Canal between here and Tientsin, are nearly all stopped. The harvest in the regions not actually under water, is a tolerably fair one, despite the deplorable statements to the contrary. For the country, for this class of persons is as hard to be gulled in China, as elsewhere.—N. C. Daily News.

CRICKET IN SHANGHAI.

SCOTLAND VS. ENGLAND.

The annual international match was played on Friday, Saturday, and Sunday, and ended in a draw greatly in favor of Scotland. Going first to the wickets the Scotch, thanks chiefly to a fine innings of 60 (not out) by Bruce Robertson, totalled 168, six of the team reaching the coveted double figures. England started well, Houle (24) and Wood (35) making a long and determined stand. St. Croix (17) and Wickham (16) also playing good cricket, but the others could do nothing against Murray's bowling, and the last wicket fell with the total at 143. At their second attempt, the Scotch scored 144 for ten wickets, the innings being then declared at an end. The top scorers were St. Croix (52) and Murray (20; not out) also contributing invaluable assistance. With only an hour and a half to play and 170 runs between them and victory, the English had to face an impossible task. Moule (31), Wickham (25), and St. Croix (28) again distinguished themselves, but at the call of "time" seven wickets were down for 111 runs—a lucky draw for England.

There was a large attendance of spectators on both days, and the weather was all that could be desired. Of the nineteen international matches played England has won seven, Scotland five, and seven have been drawn.

We append full scores and bowling analysis:—

| SCOTLAND. | | SECOND INNINGS. | |
|-------------------------------|----|------------------------------|----|
| A. Stewart, c. Wood, b. Wood. | 11 | St. Croix, c. Wood, b. Wood. | 52 |
| A. Stewart, c. Wood, b. Wood. | 11 | St. Croix, c. Wood, b. Wood. | 52 |
| A. Stewart, c. Wood, b. Wood. | 11 | St. Croix, c. Wood, b. Wood. | 52 |
| A. Stewart, c. Wood, b. Wood. | 11 | St. Croix, c. Wood, b. Wood. | 52 |
| A. Stewart, c. Wood, b. Wood. | 11 | St. Croix, c. Wood, b. Wood. | 52 |
| A. Stewart, c. Wood, b. Wood. | 11 | St. Croix, c. Wood, b. Wood. | 52 |
| A. Stewart, c. Wood, b. Wood. | 11 | St. Croix, c. Wood, b. Wood. | 52 |
| A. Stewart, c. Wood, b. Wood. | 11 | St. Croix, c. Wood, b. Wood. | 52 |
| A. Stewart, c. Wood, b. Wood. | 11 | St. Croix, c. Wood, b. Wood. | 52 |
| A. Stewart, c. Wood, b. Wood. | 11 | St. Croix, c. Wood, b. Wood. | 52 |

Total, 168.

Innings declared closed.

| ENGLAND. | | SECOND INNINGS. | |
|----------------------------------|----|------------------------------|----|
| W. H. Moule, c. Murray, b. Wood. | 31 | St. Croix, c. Wood, b. Wood. | 52 |
| W. H. Moule, c. Murray, b. Wood. | 31 | St. Croix, c. Wood, b. Wood. | 52 |
| W. H. Moule, c. Murray, b. Wood. | 31 | St. Croix, c. Wood, b. Wood. | 52 |
| W. H. Moule, c. Murray, b. Wood. | 31 | St. Croix, c. Wood, b. Wood. | 52 |
| W. H. Moule, c. Murray, b. Wood. | 31 | St. Croix, c. Wood, b. Wood. | 52 |
| W. H. Moule, c. Murray, b. Wood. | 31 | St. Croix, c. Wood, b. Wood. | 52 |
| W. H. Moule, c. Murray, b. Wood. | 31 | St. Croix, c. Wood, b. Wood. | 52 |
| W. H. Moule, c. Murray, b. Wood. | 31 | St. Croix, c. Wood, b. Wood. | 52 |
| W. H. Moule, c. Murray, b. Wood. | 31 | St. Croix, c. Wood, b. Wood. | 52 |
| W. H. Moule, c. Murray, b. Wood. | 31 | St. Croix, c. Wood, b. Wood. | 52 |

Total, 144.

Total (wickets), 11.

| BOWLING ANALYSIS. | | SCOTLAND—1st Innings. | |
|-------------------|------|-----------------------|------|
| Over. | Mds. | Runs. | Wts. |
| 1 | 0 | 1 | 0 |
| 2 | 0 | 2 | 0 |
| 3 | 0 | 3 | 0 |
| 4 | 0 | 4 | 0 |
| 5 | 0 | 5 | 0 |
| 6 | 0 | 6 | 0 |
| 7 | 0 | 7 | 0 |
| 8 | 0 | 8 | 0 |
| 9 | 0 | 9 | 0 |
| 10 | 0 | 10 | 0 |
| 11 | 0 | 11 | 0 |
| 12 | 0 | 12 | 0 |
| 13 | 0 | 13 | 0 |
| 14 | 0 | 14 | 0 |
| 15 | 0 | 15 | 0 |
| 16 | 0 | 16 | 0 |
| 17 | 0 | 17 | 0 |
| 18 | 0 | 18 | 0 |
| 19 | 0 | 19 | 0 |
| 20 | 0 | 20 | 0 |
| 21 | 0 | 21 | 0 |
| 22 | 0 | 22 | 0 |
| 23 | 0 | 23 | 0 |
| 24 | 0 | 24 | 0 |
| 25 | 0 | 25 | 0 |
| 26 | 0 | 26 | 0 |
| 27 | 0 | 27 | 0 |
| 28 | 0 | 28 | 0 |
| 29 | 0 | 29 | 0 |
| 30 | 0 | 30 | 0 |
| 31 | 0 | 31 | 0 |
| 32 | 0 | 32 | 0 |
| 33 | 0 | 33 | 0 |
| 34 | 0 | 34 | 0 |
| 35 | 0 | 35 | 0 |
| 36 | 0 | 36 | 0 |
| 37 | 0 | 37 | 0 |
| 38 | 0 | 38 | 0 |
| 39 | 0 | 39 | 0 |
| 40 | 0 | 40 | 0 |
| 41 | 0 | 41 | 0 |
| 42 | 0 | 42 | 0 |
| 43 | 0 | 43 | 0 |
| 44 | 0 | 44 | 0 |
| 45 | 0 | 45 | 0 |
| 46 | 0 | 46 | 0 |
| 47 | 0 | 47 | 0 |
| 48 | 0 | 48 | 0 |
| 49 | 0 | 49 | 0 |
| 50 | 0 | 50 | 0 |
| 51 | 0 | 51 | 0 |
| 52 | 0 | 52 | 0 |
| 53 | 0 | 53 | 0 |
| 54 | 0 | 54 | 0 |
| 55 | 0 | 55 | 0 |
| 56 | 0 | 56 | 0 |
| 57 | 0 | 57 | 0 |
| 58 | 0 | 58 | 0 |
| 59 | 0 | 59 | 0 |
| 60 | 0 | 60 | 0 |
| 61 | 0 | 61 | 0 |
| 62 | 0 | 62 | 0 |
| 63 | 0 | 63 | 0 |
| 64 | 0 | 64 | 0 |
| 65 | 0 | 65 | 0 |
| 66 | 0 | 66 | 0 |
| 67 | 0 | 67 | 0 |
| 68 | 0 | 68 | 0 |
| 69 | 0 | 69 | 0 |
| 70 | 0 | 70 | 0 |
| 71 | 0 | 71 | 0 |
| 72 | 0 | 72 | 0 |
| 73 | 0 | 73 | 0 |
| 74 | 0 | 74 | 0 |
| 75 | 0 | 75 | 0 |
| 76 | 0 | 76 | 0 |
| 77 | 0 | 77 | 0 |
| 78 | 0 | 78 | 0 |
| 79 | 0 | 79 | 0 |
| 80 | 0 | 80 | 0 |
| 81 | 0 | 81 | 0 |
| 82 | 0 | 82 | 0 |
| 83 | 0 | 83 | 0 |
| 84 | 0 | 84 | 0 |
| 85 | 0 | 85 | 0 |
| 86 | 0 | 86 | 0 |
| 87 | 0 | 87 | 0 |
| 88 | 0 | 88 | 0 |
| 89 | 0 | 89 | 0 |
| 90 | 0 | 90 | 0 |
| 91 | 0 | 91 | 0 |
| 92 | 0 | 92 | 0 |
| 93 | 0 | 93 | 0 |
| 94 | 0 | 94 | 0 |
| 95 | 0 | 95 | 0 |
| 96 | 0 | 96 | 0 |
| 97 | 0 | 97 | 0 |
| 98 | 0 | 98 | 0 |
| 99 | 0 | 99 | 0 |
| 100 | 0 | 100 | 0 |

Total, 168.

Total (wickets), 11.

Total (runs), 168.

Total (wickets), 11.

Total (runs), 168.

Total (wickets), 11.

Total (runs), 168.

Total (wickets), 11.

Total (runs), 168.

Total (wickets), 11.

Total (runs), 168.

Total (wickets), 11.

Total (runs), 168.

Total (wickets), 11.

Total (runs), 168.

Total (wickets), 11.

Total (runs), 168.

Total (wickets), 11.

Total (runs), 168.

Total (wickets), 11.

Total (runs), 168.

punished, the former especially hitting out in capital style. At gun-fire the score stood at 125 for four wickets, Ecklel carrying out his bat for 64. Blair's contribution amounted to 22. Sercombe-Smith took three wickets for 50 runs and F. Lamont one for 10.

The following are the scores:—

| CAMPELL'S TWELVE. | |
|----------------------------------|----|
| S. Smith, c. Anderson, b. Blair. | 57 |
| A. Campbell, b. Ecklel. | 40 |
| A. Campbell, b. Ecklel. | 40 |
| A. Campbell, b. Ecklel. | 40 |
| A. Campbell, b. Ecklel. | 40 |
| A. Campbell, b. Ecklel. | 40 |
| A. Campbell, b. Ecklel. | 40 |
| A. Campbell, b. Ecklel. | 40 |
| A. Campbell, b. Ecklel. | 40 |
| A. Campbell, b. Ecklel. | 40 |
| A. Campbell, b. Ecklel. | 40 |
| A. Campbell, b. Ecklel. | 40 |

Total, 125.

Blair's TWELVE.

| | |
|--|---|
| C. H. C. Tist, c. Corrie, b. Campbell. | 3 |
| C. H. C. Tist, c. Corrie, b. Campbell. | 3 |
| C. H. C. Tist, c. Corrie, b. Campbell. | 3 |
| C. H. C. Tist, c. Corrie, b. Campbell. | 3 |
| C. H. C. Tist, c. Corrie, b. Campbell. | 3 |
| C. H. C. Tist, c. Corrie, b. Campbell. | 3 |
| C. H. C. Tist, c. Corrie, b. Campbell. | 3 |
| C. H. C. Tist, c. Corrie, b. Campbell. | 3 |
| C. H. C. Tist, c. Corrie, b. Campbell. | 3 |
| C. H. C. Tist, c. Corrie, b. Campbell. | 3 |
| C. H. C. Tist, c. Corrie, b. Campbell. | 3 |
| C. H. C. Tist, c. Corrie, b. Campbell. | 3 |

Total, 125.

The GALE AND TYPHOONS.

Yesterday afternoon (12th inst.) the barometer commenced falling and continued doing so until about 7 o'clock this morning. At 9 o'clock last night a strong easterly wind set in, and at midnight it was blowing a fierce gale. Lights were displayed at Kowloon indicating a typhoon to the south of the Colony. At six o'clock this morning the signal gun was fired, and the black cone hoisted indicating a typhoon to the south of the Colony travelling westward. Owing to the very high sea and the Praya was flooded to all the way from a few hundred yards west of Peddar's Wharf to the Harbour Office, the seas breaking over it. Several small sampans and dust-boats were smashed up along the Praya last night. Unfortunately a night-soil boat was among the lot, and has rendered that portion of the town anything but pleasant to move about in. The Kowloon launches were this morning compelled to land passengers at the Canton Wharf owing to the heavy seas breaking over their wharf. The Praya westwards of the Harbour Office is lined with sampans drawn ashore for safety, and communication with the vessels in harbour was almost impossible to-day, the working of cargo on board ship being completely suspended through the entire day, and several steamers are now lying in port under way.

The "Shan" (Bradley's) liner *Pakshan*, which arrived here yesterday from Bangkok after a long and tempestuous voyage, occupying seventeen instead of eight days, reports that she left Bangkok on the 26th ultimo, and had light variable winds to Cape Varella. On the 1st instant when off the Paracels, she encountered a strong north-west gale with a heavy swell, the wind very gusty and ship rolling unceasingly, and shipping very heavy seas. Owing to stress of weather it was found expedient to bear up to Sanya Island, where she lay at anchor for two days and a half. Thence a course was steered for Holbow, owing to the ship being short of both coals and provisions, where she arrived on the 9th instant and sailed for Hongkong on the 10th, experiencing variable winds to port. The Japanese steamer *Miki Maru*, which arrived here yesterday from Surabaya, which she left on the 23rd ultimo, and reports that she encountered a terrific north-east gale, lasting for three days, in consequence of which she put into Yu-lie-kau Bay (Hainan) where she lay at anchor for three days.

The Bangkok-Hongkong liner *Tongshan*, is still, we regret to report, on the missing list, although some eighteen days out from Bangkok. "Dr. Dobereck's report this morning is as follows:—At 4.20 p.m. on the 12th the following telegram was issued:—"There is an area of low barometer S.E. of Swatow," and at 11.30 p.m. directions to hoist lanterns vertically to indicate bad weather and that the wind would veer towards the East. At 4.45 a.m. this signal was replaced by the Black South Cone, at 6.10 a.m. directions were issued to fire one round of the typhoon gun and at 6.30 a.m. the following telegram was despatched:—"Typhoon South of Hongkong moving quickly westward in China Sea."

This afternoon the inverted cone was taken down, and the black ball hoisted, according to the latest notification from the Observatory, indicating that the centre of the typhoon was within 300 miles of the colony.

THE BREAKDOWN OF THE "GUTHRIE."

Captain Shannon, of the *Guthrie*, very considerably forwards some details of the breakdown of that vessel. He says:—"We first experienced bad weather in Mindoro Straits, which got worse as we came along, but there was such a slight fall in the barometer that we expected it was an ordinary spell of bad weather and that as we proceeded it would pass by the westward. After passing Caba, however, the glass fell slightly and the weather got worse. The wind all this time was in the N.W. and W.N.W., it held this way for two days. On Tuesday September 30th the weather was very bad, with heavy rain and blinding rain, the glass had fallen to 29.6. Wind still N.W. to W.N.W. The land was too close under our lee to run, so I decided at 2 p.m. to head to the southward, so put ship round, and headed about south to S.W., sea running very high. Glass 29.54, with terrific squalls. Although the ship was rolling terribly and knocking things about a good deal yet she was behaving satisfactorily. All went well until 5 p.m. when the ship dipped her stern into a huge wave. There was a whirling round, and immediately afterwards the chief engine room all blacked off the propeller. However, the ship heaved herself to, and from then until the weather moderated she behaved splendidly. We still headed South, and as soon as the weather moderated made sail. The ship (as I found out afterwards) a strong E.N.E. current, sent her bodily to leeward. Wore ship and stood round at daylight, when the rain and clouds suddenly dispersed, showing land ahead. No time was lost in getting the ship on the point; wind about S.W. strong breeze, but suddenly the weather moderated and the ship made good way. The *Mermaid* chief officer, replied on behalf of the officer, thanking Mr. Crombie for the kindly way in which he had referred to them. We understand that this is not the first or second time the vessel has lost her propeller blades. Being holed on separately one would be thrown off when the screw was "facing" through her stern being out of the water for a moment, the extra strain on the remainder causing them to break off, she would be helpless at once. The *Zaffra* is taking down a fresh tall shaft and propeller, supplied by the *Albatross*.

THE HONGKONG MARINA.

The report for presentation to the shareholders at the second half-yearly meeting, to be held at the registered offices of the Company, No. 3

especially, behaved remarkably well—there was no undue excitement and never a grumble. The crew, too, worked without a murmur. Boats were got ready and all arrangements made for saving life in case we struck. Signals were made to four steamers that passed, but they were too far off to see. On Monday morning, about 4.40, a steamer's lights were seen; guns and rockets were fired, and she headed in at daylight. Arrangements were made with her (the Spanish steamship *Romulus*) to take us in tow to a port of safety, and at 9 a.m. we hove up anchor and proceeded in tow towards Manila, where we arrived at 9 a.m. on Tuesday the 7th. While at anchor the ship was safe as long as another steady typhoon did not come, the danger existed in the reef astern, otherwise the ship would have ridden our any gale. A remarkable right was seen at the entrance of Baitam Straits at 5 a.m. in the morning; the ship passed through what resembled an electric light in the water; it was moving about just as a search light would, although there was no sign of any fish, and no disturbance in the water. The beam was about 500 yards broad, and extended some distance on each side.

The *Guthrie's* saloon passengers arrived from Manila yesterday morning (12th inst.) by the steamship *Zaffra*. Before leaving the vessel, which is still lying in Manila Bay, the passengers presented Captain Shannon with an appreciative address. The presentation was made by Mr. A. Crombie, J.P., of Queensland, who said:—"Ladies and gentlemen, we have met this afternoon for a very pleasant purpose. It is, as you know, our intention to thank Captain Shannon and his officers for their gallant conduct and testify our appreciation of their brave and seamanship qualities which enabled them to land us all in safety after one of the narrowest escapes on record. You will remember that our voyage along the Australian coast and until nearing the Philippine Islands was almost like a picnic tour. We enjoyed beautiful weather. The ship was well found, the service good, and Captain Shannon and his officers never tired in studying our comfort and amusement. On nearing the China Sea we got into more troubled waters, and after steaming for some days against a hurricane, accompanied by a high sea, Capt. Shannon concluded that we had got fairly into a typhoon, and at once put the ship about with the idea of running out of danger. In the course of an hour the *Guthrie* threw all the blades off her propeller, and we lay helplessly in the trough of the sea with immense waves breaking over us. This continued all night and for some thirty hours afterwards, the ship rolling so heavily that at times we thought she could never get right herself. Captain Shannon then made what sail was available, and set a course for Manila, and had it not been for additions and alterations made to the light-houses on the island of Luzon by the Spanish authorities, and which had not been notified to Captain Shannon he would have succeeded in navigating his ship safely into port, crippled as she was. When daylight broke we discovered that instead of a fair run into Manila Bay being before us, a pile of high mountains with terrible ridges of reefs appeared as far as the eye could reach, two large masses of breakers being close on our bow. Captain Shannon then thought the ship could never get right herself, and he decided to set a course for

extent until now there were not less than 300 such clubs in the colony, giving rise to an enormous amount of bribery, corruption, embezzlement and crime of all kinds. It was high time for the Government to take decided steps towards the regulation or suppression of the nuisance—hence his question. He believed that the present Registrar-General had in his possession information regarding no less than 250 odd gambling clubs.

The Acting Attorney-General—In answer to the question I beg to state that a draft Ordinance dealing with the suppression of gambling has been prepared, and is at present under the consideration of the Government. The question of the "clubs" has not been lost sight of.

THE DANGEROUS GOODS ORDINANCE.

The Acting Attorney-General—I beg to move the second reading of a Bill entitled, "An Ordinance to amend (Ordinance No. 8 of 1873, entitled *The Dangerous Goods Ordinance, 1873*). The reason of this amendment is as follows. Section 8 of Ordinance 8 of 1873 empowers the Governor to make, revoke, and vary by-laws for regulating the place or places at which ships carrying dangerous goods are to be moored in any of the harbours of the Colony, and to land their cargo, and for regulating the time and manner of, and the precautions to be taken on, such landing. It has been found that it is also very desirable to regulate the shipment and transshipment of such goods, and some doubts have arisen whether under that section, which deals only with the landing, the Governor could make any regulation for the shipment or transshipment. Therefore this new section states it shall be lawful for the Governor to make, revoke, and vary by-laws for regulating the place at which ships carrying or about to carry dangerous goods are to be moored in any of the harbours of the Colony, and for regulating the time and manner of, and the precautions to be taken on such landing, shipment, or transshipment.

The Acting Colonial Secretary seconded.

Mr. Ryrie—I do not see any regulation for the class of boats that may be used. I consider that should be a very important part of this Ordinance, for at present very dangerous boats are used. Some time ago I myself saw a boat near the Marine at Stonecutters Island filled up with powder almost to her mast-head, and I believe the powder was smoking. It brought it to the notice of the Council at the time and I was understood to speak of boats were to be built for carrying powder, but that has never been done, and I think now, when we are going to amend this Ordinance, is the time when we should deal with the matter. I saw the boat myself with barrels of gunpowder piled half-way up her mast and sailing amongst the shipping. A great thing I think is to have proper boats to convey gunpowder.

The Acting Attorney-General—I am somewhat out of order in rising again, but I merely rise to state that, everything the hon. member has mentioned can be dealt with in the by-laws. His Excellency—The hon. member does not appear to be satisfied. I understand? Mr. Ryrie—I do not oppose the principle. His Excellency—Then I think the best thing would be to read the Bill a second time, and when we go into committee we can discuss what is desirable.

The Bill was read a second time.

His Excellency—Perhaps if the hon. member would consult the Attorney-General between this and next meeting we might go into committee then instead of doing so to-day, so that if there is any provision it is desirable to introduce, it can be inserted.

Mr. Ryrie—The Attorney-General says it can be done in the by-laws.

The Acting Attorney-General—Gunpowder is dealt with under another Ordinance, the Merchant Shipping Ordinance, which provides that "The Governor in Council is hereby empowered to make rules and regulations for the proper carrying out of the provisions of this chapter, including the storage of gunpowder on land, or its carriage within the waters of the Colony."

His Excellency—Well, perhaps the best course would be not to go into Committee to-day and in the meantime the hon. gentlemen can consult the Attorney-General.

THE RATING ORDINANCE.

The Acting Attorney-General—I beg to move the second reading of the Bill entitled, "An Ordinance to amend Ordinance No. 11 of 1888 entitled *The Rating Ordinance, 1888*." There are several amendments, but there is one of some importance which was the cause of this amending Ordinance being brought in. Under the definition clause in the Rating Ordinance of 1888 the word "owner" included the agent of and owner or landlord who is absent or under disability. Under clause 3 he may be required to furnish the assessor within ten days the particulars specified in schedule A, which relate to the situation and size of the house, and another section provides a punishment for knowingly furnishing incorrect particulars. Well, what has happened here, is as follows. When any person has a return or put his return furnish false returns, in order to put his return down, he caused those returns to be furnished by his agent. If the return passed, well, so much the better, his house was rated at the low rate mentioned, but if it was found out and the man who made the return was prosecuted he said "Oh, you can't punish me, because the owner is present in the Colony and he is the person required to furnish the returns, and as I was not the person required to furnish them you can't punish me." It is mainly to correct that that this Ordinance has been introduced. The occasion has also been taken to make a few clerical amendments. In order to meet the practice I have mentioned a new section is substituted for section 4, and a sub-section punishes any person who shall knowingly furnish any false or incorrect particulars. These two alterations, will I think, put a stop to the offences we are trying to suppress.

The Acting Colonial Secretary seconded, and the Bill was read a second time.

The Acting Attorney-General proposed that the Council go into Committee.

The Acting Colonial Secretary seconded.

His Excellency—If there is any hon. member who would rather not go into Committee, on an Ordinance so soon as it is read a second time I shall always be glad to hear any objection to that effect. The difficulty I feel is this. The Ordinance is read on Monday, it is not published until Saturday, and therefore hon. members have only about forty-eight hours to study the Ordinance, and they may not feel themselves altogether prepared to go into Committee on an Ordinance immediately after it has been read a second time. If, however, the Ordinance is merely a formal one or does not contain any points of importance there can be objection to going into Committee at once, but if it does I think it is not desirable to dispose of an Ordinance until all the members have had an opportunity of giving fair consideration to it.

No member objecting the Council went into Committee.

The Acting Colonial Treasurer proposed an amendment to the effect that in force A it should be stated that the penalty was \$100 for each tenement in regard to which false particulars were given. He said the Ordinance laid down that a person was liable for each tenement, but forms A did not give that information, and the forms were under the impression they could only be fined \$50 in all and had committed the offence under that impression, whereas they

would not have done so if they had known they were punishable for each tenement.

The amendment was agreed to and the Bill reported.

THE PEACE PRESERVATION ORDINANCE.

The Acting Attorney-General moved the second reading of the Bill entitled "An Ordinance to repeal Ordinance No. 29 of 1888 and to amend Ordinance No. 15 of 1886, entitled *The Peace Preservation Ordinance, 1886*."

The Bill was read a second time and passed through committee.

THE POLICE BILL.

The Acting Attorney-General—I beg to move the second reading of the Bill entitled "An Ordinance to amend the Police Force Consolidation Ordinance, 1887." The amendments are few and unimportant, but it is necessary they should be made, because when the Police Force Consolidation Ordinance was passed the office of Deputy Superintendent had been abolished, and instead there was an officer called Adjutant. The office of Deputy Superintendent has now been revived, and it is necessary to provide for that revival. Section 23 gives the "Captain Superintendent" power to punish for breaches of discipline and it is proposed to transfer part of that duty to the Deputy Superintendent. Therefore, that section after the words "Captain Superintendent" will be added the words "or the Deputy Superintendent." There is another small amendment in the same section. Hitherto the Captain Superintendent has been in the habit of paying these fines into a fund, and from that fund furnishing to the Police Force certain furniture or extras in the way of food or something of that kind. Doubts have arisen as to whether that was strictly legal, so I propose to insert words to remove that doubt.

The Acting Colonial Secretary—in seconding the motion for the second reading of this Bill, I may mention that the section after the words "Captain Superintendent" will be added the words "or the Deputy Superintendent." There is another small amendment in the same section. Hitherto the Captain Superintendent has been in the habit of paying these fines into a fund, and from that fund furnishing to the Police Force certain furniture or extras in the way of food or something of that kind. Doubts have arisen as to whether that was strictly legal, so I propose to insert words to remove that doubt.

His Excellency—I may add to the observations that have just been made by the Colonial Secretary that I think when we go into committee on this Ordinance it may be desirable to insert such an amendment as he proposes. A case came before us not very long ago in which a member of the Police Force wanted to retire, and I found he could not legally do so except by paying a considerable sum of money. If I could have dispensed with that requirement in the case I related, I should have made use of my discretion to allow him to do so, and if an amendment is inserted to the effect stated by the Acting Colonial Secretary I think it may do away with the hardship which the present Ordinance sometimes entails.

The Bill was read a second time.

THE PENSION FUND BILL.

The Acting Attorney-General—I beg to move the second reading of the Bill entitled "An Ordinance to provide for and regulate a Pension Fund for widows and children of Public Officers of the Colony." It will doubtless be within the memory of hon. members of this Council that applications for compassionate allowances have from time to time been made on the death of a public servant leaving a widow and children, and in order to prevent these applications it is proposed to institute a fund for widows and children. The Ordinance, the second reading of which I move to-day, is based on the Ceylon one, which I believe has succeeded in the object for which it was intended.

The Acting Colonial Secretary—I beg to second the second reading of this Bill, and I may mention that the necessity of certain members of the Civil Service contributing to this fund is dependent on an increase of pay which it is proposed should be given to them in the Estimates which will shortly be presented to the Council. While passing the second reading of the Bill, therefore, it may possibly not be desirable to go into Committee on it until we have considered the Estimates.

His Excellency—As the Colonial Secretary has stated, this Bill has been introduced in consequence of the direction of the Secretary of State that certain officers who receive an increase of pay should subscribe to the Widows' and Orphans' Fund. I mention this fact because hon. members will remember that some months ago a similar Bill, though not actually brought before the Council, was published in the *Gazette* with the intention of bringing it forward. The Bill was considered by the Governor in Council and it was thought that on account of the comparatively small number of civil servants here, as compared with other Colonies, the measure might not have the same success here as elsewhere, and it was not further proceeded with. In view, however, of the Secretary of State's instructions we must go on with the Bill. As the Acting Attorney-General has mentioned, it is a copy of the Ordinance that exists in Ceylon. I may state that when that Ordinance was passed in Ceylon it happened to be there, and I had the duty of bringing it through the Council. I cannot take upon myself to say up to the present time, whether it has been a success in that Colony or not, but I have no reason to believe it has been otherwise. A similar Ordinance has been passed in British Guiana and in Mauritius. In British Guiana it has certainly been a success and its financial position for some time past has been very good. As I said in my address at the last meeting it is impossible to say, where we have such a small number of civil servants as we have here, how the Ordinance will prove a success, but hon. members must have noticed that from time to time appeals are made for the widows and children of members of the Civil Service who are left unprotected, and it is very difficult in some cases to judge of the sum the relatives may require, and in some cases it is utterly impossible; however generously this Council might be disposed to give any substantial relief to those left in want. But there is no doubt this Fund, if it works properly, will provide a very considerable sum for those who contribute towards it, and whose widows and children may be left unprotected for their death. The Ordinance is a somewhat complicated one and when we are dealing with it in Committee we shall necessarily have to follow it with considerable care. The details have been very carefully drawn up by those who have given them. I believe that a civil servant who draws a comparatively small salary and contributes to this Fund will leave his widow or his children in such a position as will enable them to live in a state of destitution or want, even if he has no other means of providing for them. I have thought it right to make these observations because hon. members and the public may have thought it strange a similar measure should have been abandoned before, but the Secretary of State has urged the necessity of such a measure we can only hope it may really prove a success.

The Bill was read a second time.

THE SQUATTERS' BILL.

The Acting Attorney-General, in moving the second reading of this Bill, said—It has been found necessary to introduce this Ordinance owing to the large number of persons who are at present occupying land without any grant or lease of interest. The preamble states that there are three classes of persons so occupying land. There are those who were in occupation at the time of the establishment of the Colony, those who have taken possession since without any grant, and thirdly, those who have a license as are known as squatters' licenses, but without any other grant, or lease, or interest from the Crown. It has become necessary to regulate the position of these people and to give them a better kind of lease, so as to enable them to improve their holdings if they so desire. The first question to be settled is whether the people in possession of the land have any title to it. As I remarked before, the first class is that of certain persons who were in occupation at the time of the establishment of the Colony, or their descendants, and in order to ascertain these claims this Bill provides a Board to examine them consisting of one of the Judges of the Supreme Court, the Surveyor-General and the Registrar-General for the time being, and one other person to be from time to time appointed by the Governor. The judge will be Chairman of the Board and this Ordinance gives the Board certain powers necessary to the making of enquiries as to the claims, such as compelling the attendance of witnesses, compelling the production of documents, and punishment of persons guilty of contempt of the Board. The Board will have power to determine in what time claims to leases in any district shall be made and to fix the dates and places for hearing such claims, and on the report of the Board leases will be granted by Government. The other sections of the Ordinance deal mostly with formal matters. This Ordinance enacts that the Surveyor-General shall, before the hearing of the claims relating to land in any district or village, fix the time to be taken out of his hands, and the Governor may, on the recommendation of the Board or of his own motion, grant the lease in any particular case with a rent lower than that fixed by the Surveyor-General. When notice has been given to parties to give up a holding or where they have not taken the trouble to make their claim properly and still continue to occupy the land, they will be treated as trespassers and dealt with accordingly. No appeal from any decision of the Board is to be allowed.

The Acting Colonial Secretary seconded the second reading.

The Bill was read a second time.

THE COMPANIES' BILL.

The Acting Attorney-General—I beg to move the second reading of a Bill to give further powers to Companies with respect to the alteration of their Memoranda of Association. Hon. members of this Council will remember that in the beginning of the year 1888 an Ordinance was introduced to enable one of our local companies to alter its Memorandum of Association. Objections were raised to that Bill after it had been read a third time and the matter was referred to the Secretary of State. It happened that this question was engaging the attention of people at home and a similar measure was before parliament. Under the law as it stands no Company can alter its Memorandum of Association and if it wishes to do so the only course open is to go into liquidation, wind up the concern, and start a new Company. This was found to be a great hardship and a measure was introduced in England, of which this is a copy, to enable companies to alter their Memoranda of Association. Section 1 of the Bill gives that power but states that the alteration shall not take effect until it has been confirmed by the Court. Section 2 sub-section 1 states that before confirming the alteration the Court must be satisfied that sufficient notice has been given to every person whose interests will be affected by the alteration and with respect to every creditor who is entitled to object that his consent has been obtained or his claim discharged or secured, while sub-section 4 states that the Court shall in exercising its discretion as to whether to confirm the alteration have regard to the rights and interests of the members of the Company as well as to the rights and interests of the creditors, and the Court may if it think fit order that any members dissenting from the resolution be paid off and that their names be removed from the register of members. I submit that the Ordinance gives sufficient protection to everyone interested and in submitting the alteration to the Court for confirmation it gives the Court power to examine it thoroughly and gives to everyone who is in any way affected by it, the opportunity of having their objections heard and decided upon by the Court.

The Acting Colonial Secretary seconded.

The Bill was read a second time.

SANITARY BOARD BY-LAWS.

The Acting Colonial Secretary moved that certain by-laws made by the Sanitary Board under Sub-section 1 of Section 13 of the Public Health Ordinance be confirmed by the Council. The Acting Colonial Treasurer seconded, and the resolution was carried.

The Council then adjourned until Monday next.

CANTON INSURANCE COMPANY, LIMITED.

The ninth ordinary general meeting of the shareholders of the above Company was held at noon to-day (14th inst.), at the offices of the general managers, Messrs. Jardine Matheson & Co. The Hon. J. J. Kewick presided, and among those present were Hon. P. Ryrie, Messrs. H. L. Dalrymple, D. Gilles, D. R. Sisson (consulting engineer), J. B. Bell, J. B. Coughlin, W. A. Cruickshank, C. A. Anderson, H. W. Dick, B. Byramjee, J. S. Chatterjee, McK. Ross, W. J. Gresson, R. H. R. Barber, Ng Aw, Ng Tong, Fung Kee, etc., and G. J. Velth (secretary).

The Chairman said—Gentlemen, considering that 1889 was one of the worst years experienced by underwriters during the last quarter of a century I feel certain that the Report as presented will give satisfaction to both shareholders and contributors of business alike, for after the payment of a dividend of 10 per cent. on capital, and a 20 per cent. bonus to contributors there is a balance of \$167,555.61 left for present disposal, which amount we propose to divide as follows:—by paying a final dividend of 4 per cent. to our shareholders, adding \$83,000 to the Reserve Fund and carrying forward to New Account \$64,555.61 to provide for possible contingencies. I must congratulate the shareholders on the fact that our Reserve Fund has now reached the limit allowed by our Articles of Association, viz. \$500,000, and I feel sure you will all agree in the advisability of giving us an early date power to further increase this Fund in such manner as may be deemed best in the interests of the Company. With regard to the present year's estimates the balance at credit is, as you have no doubt already perceived, about \$53,000 less than at a corresponding period last year. I am glad, however, to be able to inform you that no losses of importance have occurred since the publication of the accounts. Before proposing the adoption of the report and accounts I shall be pleased to answer any questions.—There being none, he proposed their adoption.

Mr. Dick seconded, and the motion was agreed to.

Mr. Coughtrie proposed the confirmation of Messrs. Sassoon and Gillies as members of the Consulting Committee, and their re-election, together with Messrs. Dalrymple, Davies, and Ryrie.

Mr. Byramjee seconded, and it was agreed to. Capt. Anderson proposed, and Mr. Ho Kum Tong seconded, the re-appointment of Messrs. F. Henderson and G. S. Coxon as auditors, and with the announcement that the dividend warrants would be ready to-morrow the proceedings terminated.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. Fielding Clarke, Puisne Judge.)

October 14th.

AN ARCHITECT'S CHARGES.

Mr. W. F. Hatherly vs. Mr. W. St. J. Hancock, architect, for \$1,000.—Mr. St. J. Hancock appeared for the plaintiff, and Mr. Francis Q. C. (instructed by Mr. Reece) defended. There was a counter-claim set up for \$550.

Mr. Hatherly said that the amount sued for was made up of a claim for the return of \$195, commission paid, and \$928, being the amount of damages sustained by reason of the defendant's negligence and want of skill, the amount being reduced to \$1,000 to bring it within the jurisdiction of the Court. The facts were as follows:—Early last year plaintiff bought some land at Kowloon, and employed the defendant to erect a house on it, the contract price being \$5,320, and the time for completion September last. It was actually only finished in January this year, but not until last month that a certificate of fitness for habitation was obtained from the Sanitary Board. The damages claimed were made up of loss of rent for the intervening months, the defendant having neglected to send the plans to the Sanitary Board for approval; and of the cost of re-constructing the drains, after the given architect had taken out of his hands, and given to the firm of Danby, Leigh, and Orange. The return of commission was demanded on the ground that by the professional scale here he was only entitled to five per cent. on the whole cost of the house.

Plaintiff was then called, and stated that he was secretary to the Masonic Club. In 1888 he bought Inland Lot 441 at Kowloon, and in November of that year commenced building operations, engaging Mr. Hancock as architect. He promised to build the house economically, and only charge five per cent. on the contract. Instead of the usual seven per cent. which other architects charged, Hancock had between \$11,000 and \$12,000 the time out of which he paid \$7,166 for the land. He told Mr. Hancock his circumstances, and he suggested that witness should build a terrace, of which he gave him a sketch plan, but no specifications. He told witness that the houses would cost about \$4,500 each, or about \$27,000 in all. Witness asked if he could not build one house, and he was told "No," it would be very expensive. Another plan was made, but witness did not approve it. Eventually a plan was approved, and the site levelled, at a cost of \$310, and in May 1889 a contract for the erection of the house was made at a cost of \$5,320, entered into. The work was to be completed by the 30th November. Mr. Hancock promised to let him in getting a mortgage on the property as soon as the roof was on. In January he sent witness accounts showing the cost of the work, which he accepted, except the item of Mr. Hancock's own fees, as that would involve his paying commission on commission. The drains had all to be re-made by Messrs. Danby, Leigh, and Orange, at a cost of \$300, although Mr. Hancock was told to get everything ready to get the house passed. It was only passed after the architect had received applications from individuals wishing to tenant the house, but he received previously. In June he tried to get the house passed, but was informed that no plans of the drains had been submitted by Mr. Hancock. Mr. Wolff was offering \$70 a month. Mr. Apar also made an offer for the house at \$55. In June. Witness agreed to take the offer, but could not because the house was not ready. Witness did not see Mr. Apar again. He afterwards wrote to Mr. Warren and told him not to let the house to Apar, as he wanted to live in it himself. He was willing to let the house at first to Apar, but Hancock fixed the value of the house at \$50 per month. The house was now let at \$60 per month, witness paying the taxes.

Cross-examined—He borrowed \$5,800 from Mr. Chater at different times to pay the contractor, but the house was his (plaintiff's). He bought the land out of \$1,500 that he got from England. There were 38,000 square feet in the lot. The original estimate for the house was \$5,300. He never saw but one set of estimates, which were not reduced by some \$11,000. At one time, when negotiating for the sale of the property to Mr. Holmes, he put the matter into the hands of Mr. Hancock for that purpose.

His lordship—if Mr. Hancock was acting as a land agent then the charge would be fair, otherwise the claim for it would fall through. Cross-examination continued—He thought he was dealing with a gentleman, so he did not take special notes of all that was passing. The absence of such notes would account for what appeared to be defective memory. When the Military Authorities raised questions respecting some of his property he wrote to Mr. Hancock instructing him to intercede with the Government on his behalf, for which services he expected to have to pay. He never intended going on with the six houses, he had not the means. He left the arrangements of drains etc., entirely to Mr. Hancock.

Mr. R. K. Leigh, of the firm of Danby and Leigh, said—I was instructed with reference to the house in question in the end of July. Mr. Hatherly came and asked for a permit for the occupation of the house. I went and looked over them, and practically superintended the altering of them. The drains were taper pipes, very inferior and the joints were not cemented according to law. The drain discharged itself into the ditch at the side of the road. The water from the bathroom ran down the surface drain to the same place, and could not legally have been used as I first saw it. After our firm had submitted new plans for sewers, the proper certificate from the Sanitary Board was obtained. The contract price was \$170. We consider it a part of our duty in drawing up plans to get them accepted by the Sanitary Board, and obtain a certificate of fitness for habitation. For running drains, as too much. Architects are entitled to charge 2 1/2 per cent. on the cost, which, in this case, was \$350, and I think \$150 would be a fair charge for the plans produced. All the charges should be counted as covered by the 5 per cent. commission.

His lordship said that his view of the case, so far, was that the 5 per cent. which Mr. Leigh mentioned was a fair charge, and this, with a small charge for the plans of the terrace, which was not included with the \$150 for plans, was sufficient.

Mr. Leigh, cross-examined, said he was not prepared to swear that the sewer drain was actually connected with the kitchen drain pipe. He jumped to that conclusion from what he had seen.

Mr. Francis then said that if his lordship would grant an adjournment he had no doubt the parties would come to a settlement out of Court.

The case was thereupon adjourned until Thursday forenoon.

THE "FILIPINAS."

The oft-doubted "stability" of His Siamese Majesty's new gun-vessel *Makul Rajakumar*, otherwise the *Filipinas*, is amply testified in the following extracts from letters written by Capt. Guldberg and the chief officer to friends in Hongkong. The former writes—

Saloon, 29th September, 1890.

I suppose you would like to know how the ship behaved on the way down here. As soon as we were outside Chemo Island we got into heavy cross seas, ship rolling awfully, but any ship would have done that in such a sea. The gales went down all the time, but I made up my mind to run for it, as the wind and sea afterwards came from aft, and I was anxious to see how she would go. I watched her sharply, and thought I could see that she was all right. At night the sea was tremendously high, and it was blowing very hard indeed. I would have liked to leave her to the wind, but the sea was too dangerous, and I was afraid of washing away sky-lights in trying to do so, as she was going through the water at an awful rate, but shipped comparatively little water. Next day the wind hauled round, and the high sea was right ahead of us. We ran like that for several hours, and she behaved better than most ships would have done, but at last the sea and gale increased, and I was obliged to leave her to. She came up without taking very much water over, and was riding on the sea like a duck. Everybody from down below had to come up, and stay up, as nothing could be left open. We had a rather rough time of it, the engineers as well as those of us on deck. No food could be cooked, of course; sardines and biscuits taken on the bridge was all we got. I myself was not off the bridge for two days and a night. I have entire confidence in the vessel, and would take her anywhere; those who say that she had not stability, don't know anything about her. We were three days and 8 hours reaching here. Having twin screws is a great thing when hove to in a gale, as it is easy to keep head to sea.

The chief officer writes—

Saloon, 1st October, 1890.

The vessel arrived here after a rough but speedy passage of 34 days. Shortly after leaving port, on the 24th, we advanced into the western quarter of a China Sea typhoon, wind keeping steadily on our right, and when it veered to North and continued going round from N.W. to N.W. and finally to S.E., at which point it only remained for an hour or two, then veered to N.W. again and gradually from that to East, decreasing in force and finally settling round to S.W. It lasted 38 hours in all, with the sea from all points of the compass. It is needless to tell a nautical man that we had a jolly hard time of it, but as to the ship's behaviour throughout I cannot too highly compliment the builders on having produced as fine a specimen of naval structure, for encountering adverse weather, as ever came out of a dock-yard, as is highly creditable to the Hongkong and Whampoa Dock Co., for the purpose she was built as, a cruiser. I think the Manila Government made a mistake in letting her pass from their hands, as she is a splendid steamer and on her maiden attempt (as I presume we may call her passage down South) behaved handsomely against heavy odds. After passing the La Troncs, Capt. Guldberg took her right out to sea, steering S.W. by W. He is all a fellow could wish to be with, being courteous, prudent, and a thorough sailor and navigator.

The vessel arrived here after a rough but speedy passage of 34 days.

Shortly after leaving port, on the 24th, we advanced into the western quarter of a China Sea typhoon, wind keeping steadily on our right, and when it veered to North and continued going round from N.W. to N.W. and finally to S.E., at which point it only remained for an hour or two, then veered to N.W. again and gradually from that to East, decreasing in force and finally settling round to S.W. It lasted 38 hours in all, with the sea from all points of the compass. It is needless to tell a nautical man that we had a jolly hard time of it, but as to the ship's behaviour throughout I cannot too highly compliment the builders on having produced as fine a specimen of naval structure, for encountering adverse weather, as ever came out of a dock-yard, as is highly creditable to the Hongkong and Whampoa Dock Co., for the purpose she was built as, a cruiser. I think the Manila Government made a mistake in letting her pass from their hands, as she is a splendid steamer and on her maiden attempt (as I presume we may call her passage down South) behaved handsomely against heavy odds. After passing the La Troncs, Capt. Guldberg took her right out to sea, steering S.W. by W. He is all a fellow could wish to be with, being courteous, prudent, and a thorough sailor and navigator.

The vessel arrived here after a rough but speedy passage of 34 days.

Shortly after leaving port, on the 24th, we advanced into the western quarter of a China Sea typhoon, wind keeping steadily on our right, and when it veered to North and continued going round from N.W. to N.W. and finally to S.E., at which point it only remained for an hour or two, then veered to N.W. again and gradually from that to East, decreasing in force and finally settling round to S.W. It lasted 38 hours in all, with the sea from all points of the compass. It is needless to tell a nautical man that we had a jolly hard time of it, but as to the ship's behaviour throughout I cannot too highly compliment the builders on having produced as fine a specimen of naval structure, for encountering adverse weather, as ever came out of a dock-yard, as is highly creditable to the Hongkong and Whampoa Dock Co., for the purpose she was built as, a cruiser. I think the Manila Government made a mistake in letting her pass from their hands, as she is a splendid steamer and on her maiden attempt (as I presume we may call her passage down South) behaved handsomely against heavy odds. After passing the La Troncs, Capt. Guldberg took her right out to sea, steering S.W. by W. He is all a fellow could wish to be with, being courteous, prudent, and a thorough sailor and navigator.

The vessel arrived here after a rough but speedy passage of 34 days.

Shortly after leaving port, on the 24th, we advanced into the western quarter of a China Sea typhoon, wind keeping steadily on our right, and when it veered to North and continued going round from N.W. to N.W. and finally to S.E., at which point it only remained for an hour or two, then veered to N.W. again and gradually from that to East, decreasing in force and finally settling round to S.W. It lasted 38 hours in all, with the sea from all points of the compass. It is needless to tell a nautical man that we had a jolly hard time of it, but as to the ship's behaviour throughout I cannot too highly compliment the builders on having produced as fine a specimen of naval structure, for encountering adverse weather, as ever came out of a dock-yard, as is highly creditable to the Hongkong and Whampoa Dock Co., for the purpose she was built as, a cruiser. I think the Manila Government made a mistake in letting her pass from their hands, as she is a splendid steamer and on her maiden attempt (as I presume we may call her passage down South) behaved handsomely against heavy odds. After passing the La Troncs, Capt. Guldberg took her right out to sea, steering S.W. by W. He is all a fellow could wish to be with, being courteous, prudent, and a thorough sailor and navigator.

The vessel arrived here after a rough but speedy passage of 34 days.

Shortly after leaving port, on the 24th, we advanced into the western quarter of a China Sea typhoon, wind keeping steadily on our right, and when it veered to North and continued going round from N.W. to N.W. and finally to S.E., at which point it only remained for an hour or two, then veered to N.W. again and gradually from that to East, decreasing in force and finally settling round to S.W. It lasted 38 hours in all, with the sea from all points of the compass. It is needless to tell a nautical man that we had a jolly hard time of it, but as to the ship's behaviour throughout I cannot too highly compliment the builders on having produced as fine a specimen of naval structure, for encountering adverse weather, as ever came out of a dock-yard, as is highly creditable to the Hongkong and Whampoa Dock Co., for the purpose she was built as, a cruiser. I think the Manila Government made a mistake in letting her pass from their hands, as she is a splendid steamer and on her maiden attempt (as I presume we may call her passage down South) behaved handsomely against heavy odds. After passing the La Troncs, Capt. Guldberg took her right out to sea, steering S.W. by W. He is all a fellow could wish to be with, being courteous, prudent, and a thorough sailor and navigator.

The vessel arrived here after a rough but speedy passage of 34 days.

Shortly after leaving port, on the 24th, we advanced into the western quarter of a China Sea typhoon, wind keeping steadily on our right, and when it veered to North and continued going round from N.W. to N.W. and finally to S.E., at which point it only remained for an hour or two, then veered to N.W. again and gradually from that to East, decreasing in force and finally settling round to S.W. It lasted 38 hours in all, with the sea from all points of the compass. It is needless to tell a nautical man that we had a jolly hard time of it, but as to the ship's behaviour throughout I cannot too highly compliment the builders on having produced as fine a specimen of naval structure, for encountering adverse weather, as ever came out of a dock-yard, as is highly creditable to the Hongkong and Whampoa Dock Co., for the purpose she was built as, a cruiser. I think the Manila Government made a mistake in letting her pass from their hands, as she is a splendid steamer and on her maiden attempt (as I presume we may call her passage down South) behaved handsomely against heavy odds. After passing the La Troncs, Capt. Guldberg took her right out to sea, steering S.W. by W. He is all a fellow could wish to be with, being courteous, prudent, and a thorough sailor and navigator.

The vessel arrived here after a rough but speedy passage of 34 days.

Shortly after leaving port, on the 24th, we advanced into the western quarter of a China Sea typhoon, wind keeping steadily on our right, and when it veered to North and continued going round from N.W. to N.W. and finally to S.E., at which point it only remained for an hour or two, then veered to N.W. again and gradually from that to East, decreasing in force and finally settling round to S.W. It lasted 38 hours in all, with the sea from all points of the compass. It is needless to tell a nautical man that we had a jolly hard time of it, but as to the ship's behaviour throughout I cannot too highly compliment the builders on having produced as fine a specimen of naval structure, for encountering adverse weather, as ever came out of a dock-yard, as is highly creditable to the Hongkong and Whampoa Dock Co., for the purpose she was built as, a cruiser. I think the Manila Government made a mistake in letting her pass from their hands, as she is a splendid steamer and on her maiden attempt (as I presume we may call her passage down South) behaved handsomely against heavy odds. After passing the La Troncs, Capt. Guldberg took her right out to sea, steering S.W. by W. He is all a fellow could wish to be with, being courteous, prudent, and a thorough sailor and navigator.

The vessel arrived here after a rough but speedy passage of 34 days.

Shortly after leaving port, on the 24th, we advanced into the western quarter of a China Sea typhoon, wind keeping steadily on our right, and when it veered to North and continued going round from N.W. to N.W. and finally to S.E., at which point it only remained for an hour or two, then veered to N.W. again and gradually from that to East, decreasing in force and finally settling round to S.W.

The Hongkong Telegraph.

N^o. 2667.

THURSDAY, OCTOBER 16, 1890.

SIX DOLLARS
PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1. THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.
2. SUMS LESS THAN \$1, or MORE THAN \$50 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
3. DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 4 per cent. per annum interest.
4. INTEREST at the rate of 3 1/2 per cent. annum will be allowed to Depositors on their daily balances.
5. EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOK, but should send them to be written up at least twice a year about the beginning of January and beginning of July.
6. CORRESPONDENCE as to the Business of the Bank, if marked on HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
7. WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

T. JACKSON,
Chief Manager.

Hongkong, 13th May, 1890.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL\$2,000,000.
PAID-UP CAPITAL\$500,000.

LONDON:

Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:

Fixed for 12 months, 5 per Cent. per Annum.

ON CURRENT DEPOSIT ACCOUNTS
a per Cent. per Annum on the Daily Balance.

E. W. RUTTER,
Manager.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL\$2,168,062.50
RESERVE FUND\$432,127.00
RESERVE LIABILITY OF PROPRIETORS\$1,168,062.50

COURT OF DIRECTORS:—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSES, Esq.
T. E. DAVIES, Esq. A. MCCONACHIE, Esq.
W. H. FORBES, Esq. S. C. MICHAELSEN, Esq.
H. HOPKINS, Esq. D. R. SASSOON, Esq.
Hon. J. J. KESWICK.

CHIEF MANAGER.
HONGKONG—T. JACKSON, Esq.
MANAGER.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

ON CURRENT DEPOSIT ACCOUNT at
the rate of a per cent. per Annum on the
daily balance.

ON FIXED DEPOSITS:—

For 3 months, 3 per Cent. per Annum.

For 6 months, 4 per Cent. per Annum.

For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities,
and every description of BANKING and
EXCHANGE business transacted.

DRAFTS granted in London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 11th September, 1890.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL\$5,000,000.
PAID UP CAPITAL2,500,000.
RESERVE FUND1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK, Chairman.

Hon. C. P. CHATER, Managing Directors.

LEE SING, Esq. Vice-Chairman.

S. C. MICHAELSEN, Esq.

G. E. NOBLE, Esq.

POON PONG, Esq.

D. R. SASSOON, Esq.

BANKERS.

THE HONGKONG & SHANGHAI
BANKING CORPORATION.

MONEY advanced on Mortgage, on Land,
and Buildings.

Properties purchased and sold.

Estates Managed and all kinds of Agency and
Commission business relating to land, etc.,
conducted.

Full particulars can be obtained at the Com-
pany's Office, No. 5, Queen's Road Central.

A. SEELTON HOOVER,
Secretary.

Victoria Building,
Hongkong, 2nd May, 1890.

Intimations.

ROBERT LANG & CO., TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

NEW HATS.
CHRISTY'S & HEATH'S Black, Brown and Grey FELT HATS.
DOUBLE and SINGLE TERA and other SOFT FELTS.
Best English-made STRAW HATS.
LADIES' FELT HELMETS and
CALCUTTA PITH HATS.
TWEED CAPS.

ROBERT LANG & Co.
139

Hongkong, 28th July, 1890.

KELLY & WALSH, LD.

ARE SHOWING A VERY FINE SELECTION OF
ORIGINAL WATER COLOUR
PICTURES,

And high-class Engravings, Painted in Water Colours after Pictures by distinguished English and

Continental Artists—including Marcus Stone, R.A., S. E. Waller, E. de Blass,

A. Dollman, P. Doanowis, &c.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 15th October, 1890.

CRUICKSHANK & CO., LD., FAMILY AND DISPENSING CHEMISTS,

AND
Commission Agents.

TRAVELLING MEDICINE CHESTS (FOTHERGILL), containing preparations in the
convenient form of the OVOID CAPSULED PILLS.

ALBOLINE, a valuable toilet luxury.

PURE FRUIT JUICES, Lemon, Raspberry and Strawberry, for the preparation of SYRUPS,
BEVERAGES, &c.

CRUICKSHANK'S Cholera Mixture, Anti-Dyspepsia Mixture, Cod Liver Oil Emulsion,
Pills Gelatine Coated, Laxative, Liver, Antibilious, Antimalarial, &c., &c.

Hongkong, 12th September, 1890.

LANE, CRAWFORD & CO.

AUTUMN AND WINTER HOSIERY AND GENTLEMEN'S OUTFITTING GOODS.

WOOL, CASHMERE and MERINO PANTS and UNDERSHIRTS.

ROWING and FOOTBALL, JERSEYS and SWEATERS.

OXFORD TWILL, FRENCH PRINT and CALCUTTA SHIRTINGS.

CARDIGAN JACKETS and FANCY KNITTED VESTS.

TENNIS JERSEYS and SHIRTS.

DRESSING GOWNS, TRAVELLING RUGS, SHAWL STRAPS.

COLLARS, TIES, SCARVES, HANDKERCHIEFS, BELTS.

DRESS SHIRTS, TIES, and SOCKS.

TENNIS BATS, BALLS, NETS, SHOES, &c.

LANE, CRAWFORD & CO.

Hongkong, 9th October, 1890.

CALDBECK, MACGREGOR & Co.,

WINE MERCHANTS.

SPIRIT MERCHANTS.

ALE AND STOUT MERCHANTS.

Hongkong—18, Queen's Road.

Shanghai—8, Foochow Road.

W. POWELL & CO.

AUTUMN AND WINTER FASHIONS.

FIRST SHOW OF

FASHIONABLE NOVELTIES.

MONDAY, the 15th instant, and following days.

W. POWELL & CO.

Hongkong, 11th October, 1890.

W. BREWER.

HAS JUST RECEIVED

LETTS'S DIARIES, 1891.

Date Book and Blotting Pad Diaries.

Doyle's Collars.

Whitson's Hydrographic Surveying.

Whitson's Photographic Reproduction of

Drawing.

Bedminster Library—Shooting.

Golf.

Tennis.

Spring's Pastel Painting.

Large stock of New French Novels.

Wilkinson's Photographs.

Beatham's Flora Hongkongensis.

Watkin's Telegraph Code.

A. B. C.

A. B. C.

A. B. C.

A. B. C.

W. BREWER,

UNDER HONGKONG HOTEL.

PIANOS

ON

HIRE.

A. HAHN.

PIANO-TUNER AND REPAIRER.

PIANOS

FOR

SALE.

MUSICAL INSTRUMENTS, TOYS, FANCY GOODS,

No. 5, PEDDER'S STREET.

Hongkong, 16th August, 1890.

Intimations.

FLOWER AND VEGETABLE SEEDS.

SEASON 1890-1891.

BY APPOINTMENT.

A. S. WATSON & Co., LIMITED,
Established A.D. 1841.

WE have received our New Season's
Importations direct from the best
Growers in England, France, and Germany, and
are now prepared to execute all orders received
for same with prompt and careful attention.
Descriptive Catalogues for ordering from (con-
taining hints for gardening) will be sent post
free on application.

Orders from one Person \$5 to \$10 allowed 25

per cent. discount.

Orders from one Person over \$10 allowed an

extra 5 per cent. discount.

Single Packets at List Prices.

WATSON'S PATENT DRYING BOTTLES.
By the use of these Bottles, Seeds and Goods
of all kinds, that are susceptible to the destroying
influence of moisture can be kept in good condi-
tion everywhere.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 22nd September, 1890.

CHINESE IMPERIAL GOVERNMENT
SILVER LOAN OF 1884, C.

3RD DRAWING.

INTEREST due and drawn BONDS of this
LOAN will be payable at the Offices of the
Commission on and after the 15th instant.
Lists of drawn Bonds can be obtained on
application to the Undersigned.

For the Hongkong and Shanghai Banking
Corporation,

Agents issuing the Loan,

T. JACKSON,
Chief Manager.

Hongkong, 14th October, 1890.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of Seven Dollars per Share
for the year 1889 will be payable on
TUESDAY, the 14th instant.
Warrants may be had on application at the
Office of the Society on and after that date.

By order of the Board,

N. J. EDE,
Secretary.

Hongkong, 13th October, 1890.

HONGKONG JOCKEY CLUB.

THE ANNUAL GENERAL MEETING
will take place at the CITY HALL, on
MONDAY, 27th instant, at 4 p.m.

E. H. GORE-BOOTH,
Clerk of the Course.

Hongkong, 13th October, 1890.

Shipping.

STEAMERS.

STEAM TO YOKOHAMA, VIA NAGASAKI

AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"ANCONA,"

Captain W. D. Middle, will leave for the above

places, TO-MORROW, the 17th October, at

DAYLIGHT.

E. L. WOODIN,
Superintendent.

Hongkong, 6th October, 1890.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain Young, will be despatched, as above

TO-MORROW, the 17th inst., at NOON.

For Freight or Passage, apply to

JARDINE, MATHEWSON & Co.,
General Managers.

Hongkong, 14th October, 1890.

NIPPON YUSEN KAISHA.

FOR SOERABAYA AND SAMARANG.

THE Company's Steamship

"MIKE MARU,"

Captain Sommer, will be despatched for the

above Ports, TO-MORROW, the 17th instant.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.,
Agents.

Hongkong, 13th October, 1890.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY, & FOOCHEW.

THE Company's Steamship

"HAITAN,"

Captain S. Ashton, will be despatched for the

above Ports, on FRIDAY, the 24th inst., at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 13th October, 1890.

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND

ADELAIDE.

(Calling at PORT DARWIN, and QUEENSLAND

PORTS, and taking through Cargo to NEW

ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain Ellis, will be despatched for the

above Ports, on SATURDAY, the 18th October,

at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, 15th October, 1890.

AUSTRO-HUNGARIAN LLOYD'S STEAM
NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, ADEN, HODEIDAH, MAS-

SOWAH, SUAKIM, JEDDA, SUEZ,

PORT SAID, BRINDISI, TRIESTE,

VENICE and Fiume.

(Taking Cargo at through rates to CALCUTTA,

MADRAS, PERSIAN GULF, RED SEA, BLACK SEA,

LEVANT, and ADRIATIC PORTS.)

THE Company's Steamship

"ELEKTRA,"

Captain G. Mahorich, will be despatched as

above on TUESDAY, the 21st instant, at

NOON.

Cargo will not be received on board after 5

P.M. prior to date of sailing.

For further information as to Passage and

Freight, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 10th October, 1890.

FOR NEW YORK.

THE 3/3 L. I. American Ship

"GEORGE SKOLFIELD,"

Dunning, Master, will leave here for the above

Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.,
Agents.

Hongkong, 27th August, 1890.

FOR NEW YORK.

THE 3/3 L. I. American Ship

M. A. Woodside, Master, will leave here for the

above Port, and will have quick despatch.

For Freight, apply to

REUTER, BROCKELMANN & Co.,
Agents.

Hongkong, 9th September, 1890.

Shipping.

STEAMERS.

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM

HONGKONG, 1890.

(Subject to Alteration).

SUSSEX FRIDAY Oct. 31st.

Intimations.

DAKIN BROS. OF CHINA, LIMITED.
DISPENSING CHEMISTS.SELECT MEDICINAL PREPARATIONS.
STRINGENTS, DIARRHOEA & CHOLERA
REMEDIES, &c.

DAKIN'S CHOLERA ELIXIR—A prolonged experience of this epidemic in India, its home and birth-place, has proved beyond all doubt the efficacy of this remedy, which combines in a concentrated form the medicinal agents which have proved most useful in arresting the rapid progress of that fatal malady, and in combating it when developed.

Full directions accompany each bottle. Per bottle, \$1.50 and \$3.00.

Cholera Pills are made from an old, well-tried formula, and are most useful in the early stage of an attack. Per bottle, 50 cents.

Dakin's Chlorodyne is a Sclatone, Anodyne, and Anti-spasmodic. This reliable remedy has long been used throughout the East as a stand-by in Cholera and Diarrhoea. In bottles, 35, 75 cents, \$1.50 and \$2.75.

Dr. Rubin's Essence of Camphor.—Valuable for simple Diarrhoea, and in the earlier stages of Dysentery and Cholera. Per bottle, 50 cents. Field Extract of Indian Root (prepared from the *Surghu fruit of the Egle Marmelos*).

Of great service in Diarrhoea and Chronic Dysentery. Per bottle, \$1.

Dietetic Biscuits—A highly agreeable and nutritive diet, particularly recommended in derangement of the digestive organs, looseness, and irritation of the bowels.

This preparation has been in use in India for thirty years, and is there regarded as a specific in Diarrhoea and Dysentery. Per tin, \$1.

DAKIN BROS. OF CHINA, LIMITED.
(Telephone No. 60.)
Nos. 22 & 24, QUEEN'S ROAD CENTRAL,
Hongkong, 1st September, 1890. [52]

A. S. WATSON & CO., LD.
ESTABLISHED A.D. 1841.MANUFACTURERS OF AERATED
WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most improved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

**LARGE BOMBAY
"SODAS"**

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.
Whenever practicable, are despatched by first steamer leaving after receipt of order.

For Coast Ports, Water is packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG," and all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SALTZETTER WATER

LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty, or grasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED,
Hongkong, China, and Manila.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL Subscriptions must be paid in advance.

The Hongkong Telegraph.
HONGKONG, THURSDAY, OCTOBER 16, 1890.

TELEGRAMS.

THE CZAREWITZ'S VISIT TO THE EAST.
LONDON, October 14th.

It is rumoured that the Grand Duke Nicholas Alexandrovich (the Czarowitz) journey to the East has been abandoned, the Empress of Russia dreading a prolonged separation.

LOCAL AND GENERAL.

MISS GRACE FLAISTED'S Company will appear to-night at the Theatre Royal, City Hall, in "The Private Secretary."

Our sporting readers will be pleased to learn that Mr. A. K. Travers, honorary secretary to the Cricket Club, has succeeded in raising eleven to proceed to Singapore to meet the Straits cricketers about Christmas time. The team selected is a fairly good one all round, and will doubtless worthily uphold the cricketing reputation of Hongkong against all comers.

ABOUT 450 B.C. the Ionians first introduced the present system of writing from left to right. Previous to the above date from right to left prevailed, although the method called *brachistophyllon* (that is, alternately from right to left and from left to right) was somewhat extensively practiced. The ancient Hebrew and Greek languages were written from right to left until about 450 B.C. when the form of the Greek letters was changed from the uncial to the cursive, and the manner of writing changed from right to left to left to right.

A REGULAR meeting of Perseverance Lodge, No. 1165, E.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

A BEERLIN restaurant and café is cooled in summer and heated in winter by electricity, and the flood of light from the electric lamps is stated a delicate pink, which is so becoming to the complexion of the lady visitors that the place is thronged.

The principal picture galleries of Europe are ranked as follows: 1. Versailles; 2. Dresden; 3. Madrid; 4. Louvre; 5. London; 6. St. Petersburg; 7. Berlin; 8. Vienna; 9. Munich; 10. Florence; 11. Naples; 12. Venice; 13. Antwerp; 14. Turin.

We are asked to remind our readers that a Conference between a delegation of the Mercantile Marine Officers' Association and the Committee of the Chamber of Commerce is fixed for four o'clock to-morrow afternoon at the City Hall, when the Sunday labour question will be discussed *pro bono publico*.

ACCORDING to a consular report, the countries of Europe cover the following areas: Germany, 34,599,000 acres; Russia, 48,422,000 acres; Austria, 11,455,700 acres; Sweden, 42,000,000 acres; France, 22,740,000 acres; Spain, 19,700,000 acres; Italy, 9,884,570 acres; and England, 4,471,000 acres.

AMONGST Mr. W. Brewer's varied collection of diaries for the coming year, a useful volume is T. J. and J. Smith's Pocket Diary (No. 27 B). It is handsomely bound, has a page for each day of the year, separate spaces for memoranda and a cash account, and the paper is of excellent quality. This is one of the handiest pocket diaries we have yet seen.

We understand that Mr. A. M. Blasee, Coast Inspector, and Mr. D. M. Henderson, Engineer-in-Chief of the Imperial Maritime Customs' service, who arrived here from Shanghai by the English mail steamer *Bokhara* on Tuesday, are en route to Hoihow to make arrangements for the construction of a light-house and other badly wanted aids to navigation in the Hainan Straits.

On their return to Hongkong, the proposed removal of the Cape D'Agulhas light to the island of Waglan will receive the careful attention of Messrs. Blasee and Henderson.

WHEN Anthony Trollope, edited St. Paul's Magazine—both editor and magazine are now out of publication—he interviewed a well-known lady novelist, in order to obtain a novel from her pen, which would run through the magazine as a serial. The lady refused to allow any of her works to be thus mutilated. "But," said Trollope, "it is necessary for the purposes of a magazine, and Thackeray and Dickens have done it." This roused the lady's ire. "Would you compare my writings," she said, "with the things of Thackeray and Dickens?" "Can't," said Trollope, in his gruffest manner; "never read a word of your writings."

CHAN ASHAW, accountant in Messrs. King & Co.'s store in Queen's Road, figured at our *maison de justice* to-day, where Mr. H. E. Denison, from Messrs. Lane, Crawford & Co.'s, prosecuted him for being in unlawful possession of a tin of butter. The latter in question was proved to be the property of Messrs. Lane, Crawford & Co., and Chan Ashaw could no more account for it being in his box than he could repeat the *Dixology*. He was carefully escorted to the Central Station by the ubiquitous Quincey, made his salaam before Mr. Wise, contributed four dollars to the public exchequer, and left the Court a marked man.

Agate the Sanitary Board to-morrow Dr. Cantlie will move that a report on the sanitary condition of aerated water manufacturers, dairies and food-preserving establishments be furnished to the Board. The rest of the business is a report on over-crowding in Victoria, and letters having reference to:—Mr. Humphrey's absence from the Colony; an outfall for a drain at Quarry Bay; drainage of Ice Works. Reports having reference to:—Improvement of dusting and disinfection of infected premises. Superintendent's report for September. Surveyor's report for 3rd quarter, 1890. Inspector of Markets' report for 3rd quarter, 1890, mortality returns for weeks ended 4th and 11th October, *profits* of papers concerning slaughter-houses, and sheep and swine markets.

A PLAIN, rowdy-looking individual lately dropped in at a police-court and sat down to watch the administration of justice. Legal justice, however, is an article that seldom leaves a favourable impression on the beholder and the visitor contained himself with difficulty until a contempt of court case occurred and the prisoner was fined in the sum of \$5. Then the visitor went softly up and demanded the sum of \$30 with the clerk, looking him full at least twice as contemptuous as the man who had just gone out, and that if he had had any more money about him he would have let his feelings out and indulged right off in \$25 worth of derision for that court and everybody connected with it. Owing to financial pressure, however, he would subdue the rest of his sentiments till he got his next month's stipend, and then he would come down and let fly all the disgust that was in him.

"SMOKING must be allowed" said Senor Francisco Barreto Gutierrez, when gently reproved for puffing a fragrant weed in too close proximity to some of the ladies of the "My Sweetheart" Company at the Victoria Hotel, sitting table on Wednesday last. Mr. D. C. Smith, the leading comedian of Miss Plaisted's troupe, observing that Senor Francisco was annoying the ladies by his offensive manner, got up from his seat and walking over to the Portuguese gentleman courteously asked him to desist. So far so good, but Mr. Smith's ability to act in the heavy *role* of diplomatic mediator seems to have amounted to *nil*, for a few minutes later he is found wrenching the obnoxious weed from the persistent smoker and the final scene of this three-act comedy was performed in capital style at the Police Court this morning under the special patronage of Mr. A. G. Wise, Police Magistrate, who wound up the whole affair with the word "discharged."

Exit omnia!

THE first annual meeting of shareholders in the Panjoni Company has been advertised to take place in the Company's office on Saturday the 25th inst. at 3 o'clock in the afternoon. To both time and place there are serious objections, which apparently have not suggested themselves to the Directors. There is certainly to be a large attendance and considerable discussion, and the Company's office is notoriously a most unsuitable place for any public meeting. The Chamber of Commerce room and the Anderson's Hall are both available, and we would suggest that the use of one of these two rooms be secured. With regard to the time fixed, are not the Directors aware that the 25th is settling day on the local Stock Exchange, and that, in consequence, large numbers of share-brokers, and others who are registered holders of Panjoni's, will be unable to attend to protect their own interests? The date of the meeting should at once be altered, or the Directors will have some cause for believing that the public will come to them and be afraid to face the music and are placing all possible obstacles in the way to prevent a thorough inquiry before a "full house" into the very shady history of the Panjoni Mining Company, Limited.

THE Ocean Steamship Co.'s steamer *Manilaus*, from Liverpool, left Singapore for Hongkong this morning, and is due on the 23rd inst.

THE Band of the A. & S. Highlanders will play the following programme at the Barrack Square, to-morrow evening, commencing at 7.30 o'clock:

March "We've all had 'em" Ackermann.
Lancers "Vivamus" P. K. Gilla.
Volunteers "Vivamus" Debolla.
Pala "Come along" Bohard.
Quadrille "Gavotte" Costa.
Gala "Ours" Koller.

We understand that there are prospects of the Hongkong, Canton and Macao Steamboat Company's "bust-up" steamer *Hongkong* being ready to resume running on the Hongkong-Macao route about November 1st. If the Directors are wise they will place the *Hongkong* on the Canton river and transfer the *Honam* to the Macao service—at all events during the winter season, as the latter is a very much better vessel in a sea-way than the new flat-bottomed craft, which was evidently specially designed for voyaging in smooth water.

UNDER the heading, "Professor Brown-Sequard Distanced," Dr. Burggrave writes in his *Repetitor Universale de Medicina Detrastrica* that a Dr. Malin-Conico of Naples pretends to have discovered the microbe of old age. The publication of Italy announce very seriously that the microbe of old age exists and is transmitted by heredity; invades with age the entire human organism, which it rages and destroys, leading to caducity and finally to death. The above-named Dr. Malin-Conico hopes thus to have found the means of combating this inviolable enemy, and preventing man from getting old. All of which is "important if true."

Two months with hard labour was the magisterial allowance meted out to-day to that gallant "tar," George Winner of H.M.S. *Radolph*, who brutally assaulted a defenceless woman, by beating her on the head with a club, near the Protestant Cemetery, Happy Valley, a fortnight ago. The defendant pleaded that he was "half-seas-over" at the time, but that did not prove a sufficient defence in the opinion of Mr. A. G. Wise who, however, said that he would have inflicted a much heavier sentence but for the fact that there were certain "ins and outs" in the case which were worthy of some consideration.

A WATCH nearly two centuries old has come to the notice of the *Jewellers' Review*. The movement is inscribed: "Augustin L. Hecke, Friedberg," in German text, and the dial is ornamented with the figures of a man and woman in old-time costume, and bears the name Andreas Schuster, in old Continental text. The watch is provided with an ingeniously arranged bell which strikes the hours by a single and quarter hours by a double stroke in a slightly altered key. It may be made to strike at any time, and as often as the owner may wish to push the thumb-spring provided for the purpose—a great convenience in the dark and a prime necessity to a blind person. The piece still keeps accurate time.

The police had the satisfaction of finding out to-day, beyond the shadow of a doubt, that the five Stanley Street gambling club managers, whose rascality formed the subject of a protracted inquiry by Mr. Wise at the Police Court a week ago, and whose temporary liberation was obtained by a disinterested friend who put up \$100 for each of them, had cleared out of Hongkong altogether. With a smile his Worship signed warrants for the arrest of these, some of whom, should they ever set foot in our model colony again, and caused the \$500 bail to be added to our sorely straitened revenue. Hardly had the magistrate completed this capital piece of business, when Acting Inspector Hansen made his appearance as prosecutor in another "tall" gambling club case, he having raided Nos. 8 and 10 Graham Street last night, and arrested four more managers and secretaries. The case was remanded until Saturday, bail being fixed in one surety of \$200 for each of the four prisoners.

It is really wonderful how the trusting and unwary editor is being constantly "got at" even by the talented members of his own staff. We published yesterday a most interesting sporting paragraph in which the writer made some complimentary references to a stranger within our gates, whose destination was not stated, and who, as a "steep-chase rider" and "an old jack," and the result is the following communication from our excellent friend, Mr. John Francis Molynaux, which speaks for itself in no uncertain terms. He says:—"In one of your paragraphs in yesterday's issue I am described as 'the celebrated Australian steep-chase rider, Dr. Molynaux.' This must have been written either on unsatisfactory information or in merry sport, for I have never ridden in a steep-chase in my life, and am not so bold as to boast going over a very moderate fence. The astute scribe to whom, as a jockey, long standing, in keeping my own counsel, may be attributed the prosaic fact that my morning visits to the Hongkong race-course are due not to any intention on my part of sweeping the board at your forthcoming 'Sky' meeting, but to a laudable desire to shake up a somewhat torpid liver. For the comfort of my friends I may add that the pony I ride is considered harmlessly quiet."—All right, Doctor! we won't let this sort of thing occur again, but if you are here next month and care to which the world between the flags, old Encore is quite at your service.

At the meeting of the Legislative Council on Monday, 20th October, the Orders of the Day will be—

Financial Minutes.
Report of the Finance Committee.
Honourable T. H. Whitehead, pursuant to notice, will move: "That the Government be requested to formulate and lay before the Council proposals for defraying the extraordinary expenditure on Public Works by means of a loan."

Honourable T. H. Whitehead, pursuant to notice, will ask:—"Have the Government received a report from the Honourable E. J. Ackroyd and Mr. Nicolle on the recent defalcations in the Money Order Office and on the causes which led to them, and if so, will they lay it on the table, together with a statement of the measures which have been taken to prevent such defalcations in future?"

First reading of The Supplementary Appropriation Bill, 1889.
Committee on the Bill entitled "An Ordinance to amend Ordinance No. 8 of 1873, entitled 'The Dangerous Goods Ordinance,' and an Ordinance to amend Ordinance No. 15 of 1889, entitled 'The Rating Ordinance, 1888.'"

Third reading of the Bill entitled "An Ordinance to repeal Ordinance No. 29 of 1888 and to amend Ordinance No. 15 of 1889, entitled 'The Peace Preservation Ordinance, 1886.'"

Committee on the Bill entitled "An Ordinance to amend The Police Force Consolidation Ordinance, 1887."

Committee on the Bill entitled "An Ordinance to provide for and regulate a Pension Fund for widows and children of Public Officers of the Colony."

Committee on the Bill entitled "The Squatters Ordinance, 1890."

Committee on the Bill entitled "An Ordinance to give further Powers to Companies with respect to the Alteration of their Memoranda of Association."

A GERMAN named Lillenthal, after experimenting for twenty-three years with artificial wings, has succeeded in raising himself, weighing 160 pounds, with the aid of a counter-weight, lifting eighty pounds. How to raise the other eighty pounds is still beyond him.

THE "Shan" line steamer *Tongshan* (Capt. Young) has at last turned up here. She left Bangkok on the 20th ultimo and, after battering through two fierce typhoons managed to get into Touron, where the Captain desired to take in coal, his supply having run very low. The voracious brokers of that port, however, made up their minds to make a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with the utmost difficulty, it being necessary to burn upwards of ten tons of the rice cargo with a view to keeping up a sufficient head of steam to get into port at all. After leaving Hoihow the weather and head winds were experienced and a haul out of the storm-tossed coaster, and refused to sell a pound of coal at anything below \$20 per ton. Persuasion proving of no avail with the "ring" and the weather having moderated, it was decided to run for Hoihow, which port was reached with

